



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

but lasted only a few years. In 1899, the Western Federation of Miners, another industrial union, was formed. Under its guidance, the Western Labor Union, later called the American Labor Union, was started. The year 1905 marks the birth of the Industrial Workers of the World sponsored by some Socialists, the Western Federation of Miners, and the American Labor Union. After considerable internal contention, the industrial element obtained complete control of the organization in 1908. They favor any tactics that will get the desired results. They are not concerned with questions of right or wrong. They encourage militant, direct action. The Industrial Workers of the World has been involved in strikes in Goldfield, Nev., in 1906; Skowhegan, Me., in 1907; Portland, Ore., in 1907; Goldfield, Nev., in 1907; McKees Rocks, Pa., in 1909; Seattle, Wash., in 1909; Brooklyn, N.Y., in 1911; and Lawrence, Mass., in 1912. Sketches are given of the lives of some of the leaders, namely Vincent St. John, William D. Haywood, Elizabeth G. Flynn, William Trautman, Joseph Ettor, and Arturo Giovannitti. The author thinks that the old craft unionism is declining. In many instances the skilled workers are being replaced by machinery and unskilled labor. Then again the jurisdictional disputes cause them to waste strength fighting among themselves, and often one union "scabs" on another. In the American Federation of Labor, the United Mine Workers and the Brewery Workers are industrial unions and the Building Trades and the Metal Trades have been organized into departments, a step toward the industrial form of organization. The American Federation of Labor is also starting a campaign to organize the unorganized workers, especially the foreigners.

In the final chapter on the Influence of the New Unionism on Modern Thought, the author denies flatly the statement that the movement has its basis in some of the modern philosophers. He insists that it is a mass movement directed by militants within the movement and that the New Unionists do not even know the names of these philosophers to whom the movement is often attributed. Bergson is all theory, Syndicalism is all practice. Tridon is especially harsh in treating of Sorel whom he accuses of having reformists' views, of asserting that the general strike is myth, and of holding traditional views of sexual ethics; thus showing that the Frenchman has not furnished the philosophical basis for the movement.

The Country Church. By C. O. GILL and GIFFORD PINCHOT. New York: Macmillan, 1913. 8vo, pp. 222. \$1.25 net.

This volume by Charles O. Gill and Gifford Pinchot presents the first scientific study of the country church: the decline of its influence, and the remedy. The three questions the authors raise are: (1) Is the church growing or declining in power? (2) Is it doing the work which belongs to it? (3) Is it as influential an agent for the improvement of country life as it should be; if not, how can it regain the position it once held?

The study is confined to two typical counties, one in New York and one in Vermont. The fairness of the conclusions is assured by the fact that Mr. Gill has been for fifteen years minister to a country church and that the book is published by authority of the Federated Churches of Christ in America. For the twenty-year period studied, the church attendance declined about one-third. Attendance decreased in the strictly rural districts, country districts, and towns of less than 2,500 population about 52 per cent. The church was less liberally supported than formerly, the minister inefficient, and the prestige and influence of the church declining. The authors found damaging evidence against over-churching; "the more numerous the churches, the greater the loss in attendance." The two townships with but one church each held their own better than the others.

Considerable attention is devoted to suggestions for improving the condition of the rural church. No single solution of the problem is proposed. The country church cannot be successful apart from a successful community. The country church cannot prosper unless it is deeply, intelligently, and effectively interested in agricultural production. If the churches in the rural districts are to be a force in improving conditions, there must be a program of social service adaptive to the rural needs, an effective country ministry, and church co-operation.

This is one of the most important books written dealing with the country problem. Its analysis of the status of the country church is scientific and its constructive work logical and clear. Already one important movement has come from the investigation—The Hartford Forward Movement. The book is indispensable to any student of rural problems and intensely interesting to anyone who has a social interest.

Men and Rails. By ROWLAND KENNEY. London: T. Fisher Unwin, 1913. 12mo, pp. xiii+263. 6s. net.

The writer of this volume first takes up the origin of railways, the early opposition to them by those in possession of stage routes and waterways, and their final recognition. A consideration of the growth and amalgamation of the railroad systems is followed by a discussion of the general problems of labor, such as hours, wages, safety appliances, trade unionism with its strikes, conciliation boards, trade agreements, etc. The British government, and especially the board of trade, come in for their share of criticism, the author believing that both bow to the will of the railroad directors. The history of the great railway strike of 1911 is given, and the active part which the government took in this strike is attributed to a fear of foreign complications.

In concluding, the author asks: "Where is it all going to end?" The general feeling among the people seems to favor "railway nationalization," but this, he believes, is only a beginning of the end. He favors rather guild socialism, that is, "the whole of the labor required for railway working should